

A. Comprehensive Plan Summary

Appendix A

COMPREHENSIVE PLAN POLICY DIRECTION

The Kenmore Comprehensive Plan was adopted on March 26, 2001. A cornerstone of the Plan is the vision for the Downtown:

- A community with an attractive, vital, pedestrian-oriented city center offering commercial, civic, cultural and park spaces, integrated with higher density housing.

Helping to define the vision further, the March 2001 Comprehensive Plan included a Downtown Element with the following three strategy components:

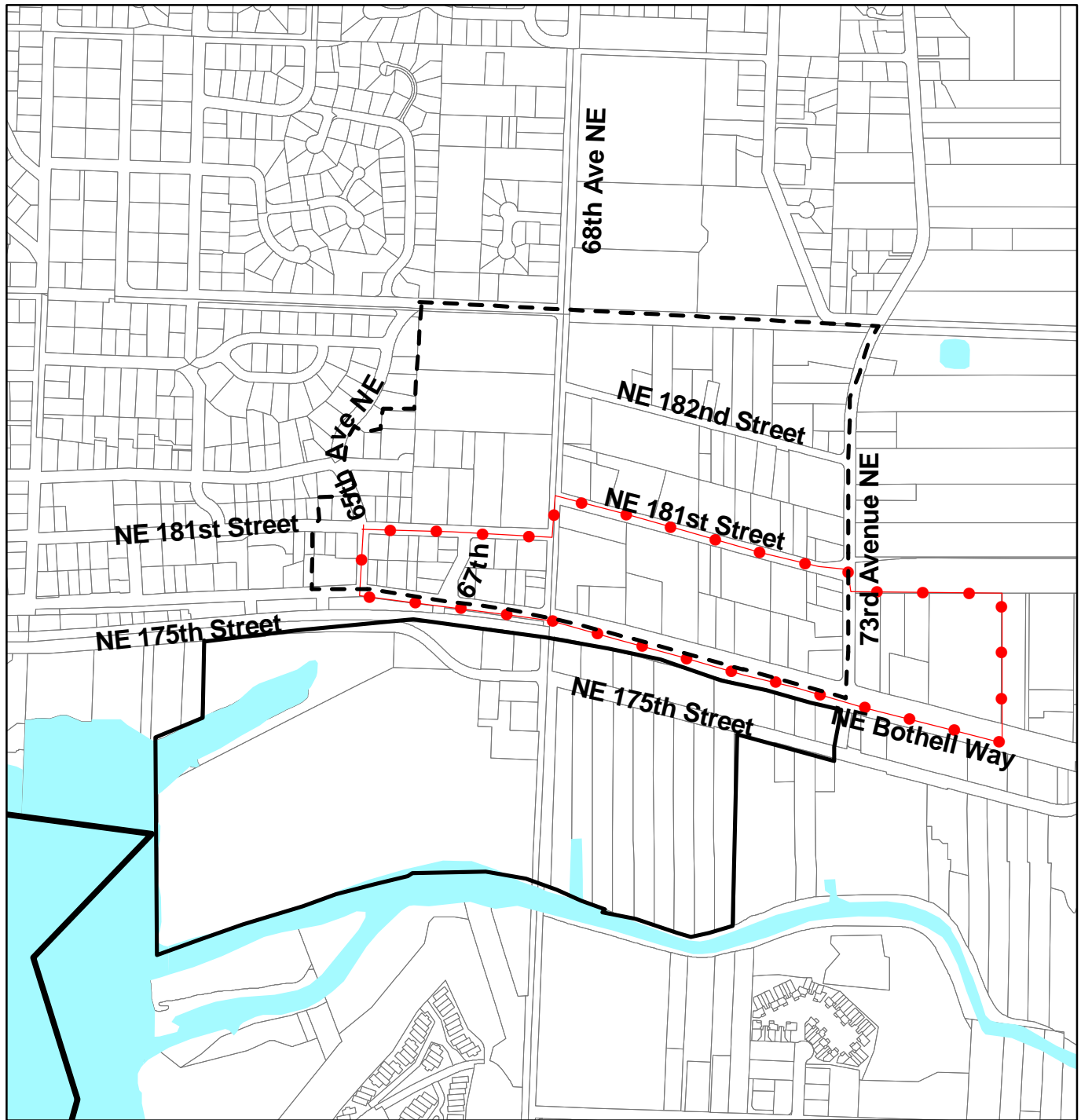
- **Component 1 – Special Districts:** Downtown Community, Downtown Master Plan Development, & Transportation Coordination Special Districts define the different characters of the Kenmore Downtown. The Downtown Community District would have a community-scale of development on the north side of SR-522 and 68th Avenue NE, and the Downtown Master Plan District would have a regional scale of development south of SR-522 at 68th Avenue NE. Additionally, a Transportation Coordination District further defines transit investment, transit supportive development, and streetscape character of SR-522 between the other Downtown Community and Downtown Master Plan Special Districts. **Figure A-1** identifies the boundaries of the Special Districts. Land use classifications within the Special Districts were generally retained from prior County planning efforts pending the completion of the Downtown Plan. At the time the Comprehensive Plan was adopted, land use classifications predominantly included Regional Business and Residential Multifamily classifications. More information about land use classifications and zoning is found in **Section II-1 Implementation Proposal – Zoning**, in the main body of this report.
- **Component 2 - Circulation Plan:** The Downtown area would be linked together by a circulation system. The circulation system would feature a loop road system around 68th Avenue and SR-522, walking paths/trail loop, shoreline public access, sidewalks and street trees, and other improvements. **Figure A-2** depicts the Downtown Circulation Concept. Circulation concepts and refinements are described in **Section I-5** of the main body of this report.
- **Component 3 - Strategic Civic Investment Area:** To provide a “central place” and to stimulate complementary private investment, the City plans to focus its civic investment in the Northwest Quadrant of 68th Avenue NE and SR-522 intersection. Civic investment is proposed to include a Civic Center with City Hall, a Community Center, Library, and Park-and-Ride facility, as well as street and infrastructure improvements. This would be complemented by private investment in commercial, office, and multi-family uses. **Figure A-3** locates the Strategic Civic Investment Area. **Section I-4** provides more information and concepts for the Civic Center proposal in the main body of this report.

The Comprehensive Plan vision and strategies are further defined in goals, objectives, policies, and maps focusing upon creating a well-designed, pedestrian-oriented center that is unique yet integrated into the City. Representative goals and objectives are listed below in **Table A-1**.

Table A-1. Representative Goals and Objectives

DOWNTOWN GOAL	DOWNTOWN OBJECTIVES
GOAL 4. MAKE DOWNTOWN THE FOCAL POINT OF THE COMMUNITY.	<p>OBJECTIVE 4.1 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities.</p> <p>OBJECTIVE 4.2 Define Downtown boundaries.</p> <p>OBJECTIVE 4.3 Define varying development intensities and scales within the Downtown.</p> <p>OBJECTIVE 4.4 Identify development and redevelopment incentives and infrastructure phasing in the Downtown.</p> <p>OBJECTIVE 4.5 Beautify Downtown with attractive, functional, and enduring buildings and places.</p>
GOAL 5. PROMOTE DOWNTOWN AS A VITAL, PEDESTRIAN-FRIENDLY CENTER.	<p>OBJECTIVE 5.1 Increase pedestrian activity in the city center, and encourage pedestrian-oriented uses and designs.</p> <p>OBJECTIVE 5.2 Create a Downtown circulation system that promotes mobility for all modes of travel to and within Downtown.</p> <p>OBJECTIVE 5.3 Encourage mixed-use development which contains a variety of uses having activity levels at different times of day.</p> <p>OBJECTIVE 5.4 Provide housing and commercial development that supports transit.</p> <p>OBJECTIVE 5.5 Provide a range of housing opportunities within and surrounding Downtown to support commercial businesses and alternative modes of transportation.</p>
GOAL 6. LINK DOWNTOWN TO THE REST OF THE COMMUNITY.	<p>OBJECTIVE 6.1 Strengthen the connections between Downtown and the neighborhoods.</p> <p>OBJECTIVE 6.2 Provide safe pedestrian, bicycle, and automobile connections across SR-522 and the Sammamish River.</p> <p>OBJECTIVE 6.3 Connect Downtown to the Lake Washington and Sammamish River waterfronts, and to area parks and open spaces.</p>

Source: City of Kenmore Comprehensive Plan, March 2001.



Downtown Special Districts

Legend

- Downtown Community District
- Transportation Coordination District
- Downtown Master Plan Development District
- City Boundary
- Parcels
- Water Body



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250 0 250 500 750 1000 1250 Feet



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and is not guaranteed to show accurate measurements.
Source: King County GIS Center, BWR Corp.

Figure A-1

COMMON TO ALL CONCEPTS:

- OVERALL STREET & CIRCULATION PATTERNS
- PEDESTRIAN CONNECTION SYSTEM
- WALKING PATHS / TRAIL LOOP AROUND DOWNTOWN
- CONTINUOUS SHORELINE PUBLIC ACCESS ALONG SAMMAMISH RIVER
- PEDESTRIAN LINKS TO SWAMP CREEK PARK II
- PEDESTRIAN LINKS AMONG QUADRANTS OF CITY CENTER
- LARGE BLOCKS BROKEN UP WITH PEDESTRIAN LINKS
- EXISTING STREET PATTERNS REMAIN WITH REALIGNMENTS OF INTERSECTIONS AT
 - 68TH AVENUE NE & NE 181ST STREET
 - 68TH AVENUE NE & NE 175TH STREET
 - NE 181ST STREET & 73RD AVENUE NE.
- SIDEWALKS & STREET TREES ADDED THROUGHOUT
- WETLANDS AND HERON ROOKERY REMAIN



Downtown Circulation Concept

Legend: A question mark (?) identifies that a potential pedestrian access/connection requires feasibility review.

This map is intended for planning purposes only and is not guaranteed to show accurate measurement.
Source: Arai/Jackson Architects and Planners



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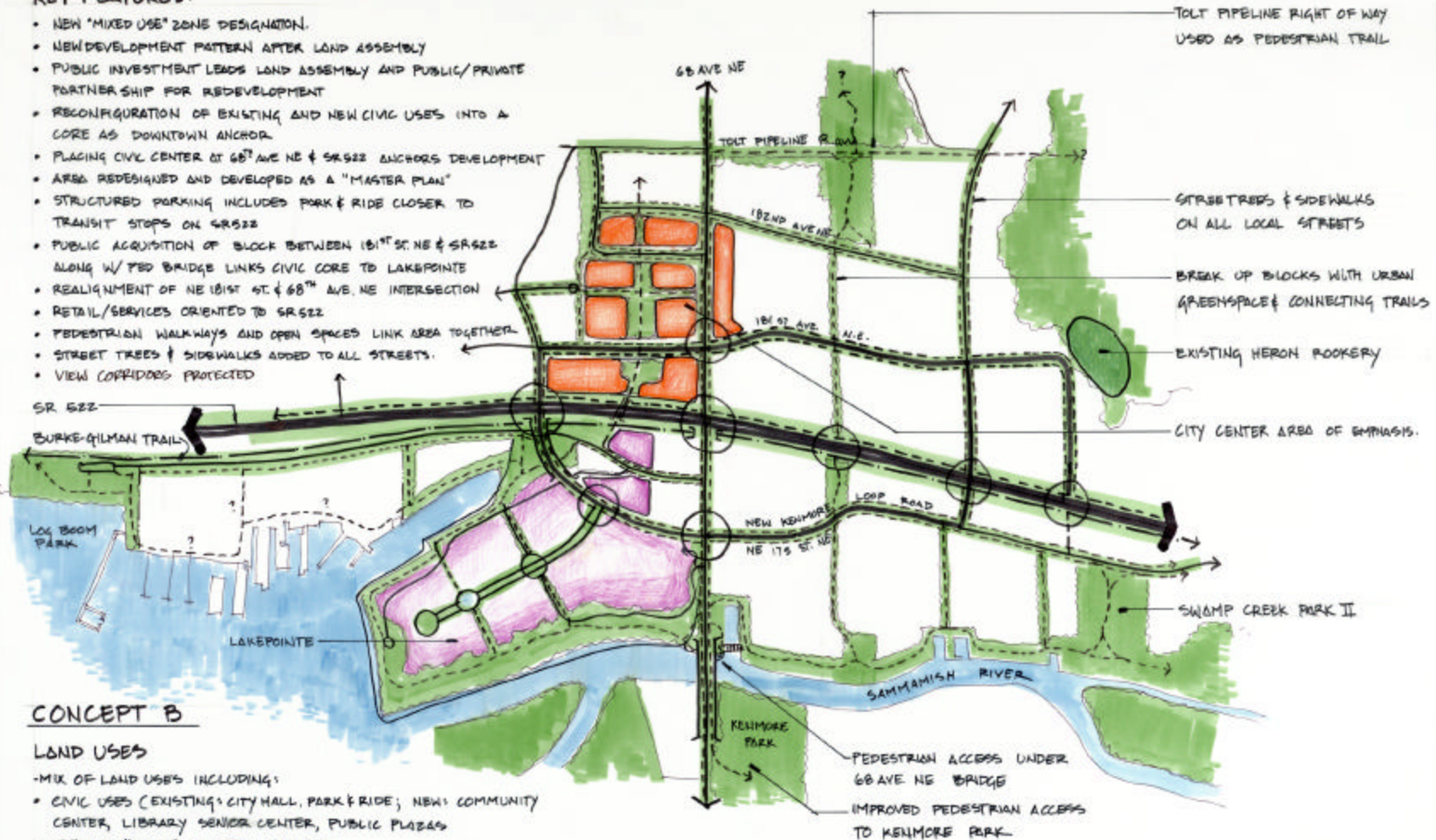
Not to Scale

January 2003

Figure A-2

KEY FEATURES:

- NEW "MIXED USE" ZONE DESIGNATION.
- NEW DEVELOPMENT PATTERN AFTER LAND ASSEMBLY
- PUBLIC INVESTMENT LEADS LAND ASSEMBLY AND PUBLIC/PRIVATE PARTNER SHIP FOR REDEVELOPMENT
- RECONFIGURATION OF EXISTING AND NEW CIVIC USES INTO A CORE AS DOWNTOWN ANCHOR
- PLACING CIVIC CENTER AT 68TH AVE NE & SR 522 ANCHORS DEVELOPMENT
- AREA REDESIGNED AND DEVELOPED AS A "MASTER PLAN"
- STRUCTURED PARKING INCLUDED PARK & RIDE CLOSER TO TRANSIT STOPS ON SR 522
- PUBLIC ACQUISITION OF BLOCK BETWEEN 181ST ST. NE & SR 522 ALONG W/ PED BRIDGE LINKS CIVIC CORE TO LAKEPOINTE
- REALIGNMENT OF NE 181ST ST & 68TH AVE. NE INTERSECTION
- RETAIL/SERVICES ORIENTED TO SR 522
- PEDESTRIAN WALKWAYS AND OPEN SPACES LINK AREA TOGETHER
- STREET TREES & SIDEWALKS ADDED TO ALL STREETS.
- VIEW CORRIDORS PROTECTED



CONCEPT B

LAND USES


- MIX OF LAND USES INCLUDING:
- CIVIC USES (EXISTING: CITY HALL, PARK & RIDE; NEW: COMMUNITY CENTER, LIBRARY SENIOR CENTER, PUBLIC PLAZAS)
- MULTIFAMILY RESIDENTIAL HOUSING
- OFFICE AND SERVICE USES.
- RETAIL SERVICES ALONG SR 522
- MIXED USE AND SINGLE USE BUILDINGS

Downtown Strategic Civic Investment Area

Legend: A question mark (?) identifies that a potential pedestrian access/connection requires feasibility review.

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Source: Arai/Jackson Architects and Planners



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Not to Scale

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Figure A-3

